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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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INFORMATION

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COUNTRY	USSR (Kalinin and Moscow Oblasts)	REPORT	
SUBJECT	Soviet Installations Located Near Zavod No. 1, Podberezye	DATE DISTR.	5 February 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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2. On page 1, read Ivankovo for Ivankova, Dmitrov for Dimitrov, and Bolshaya Volga for Bolshoi Volga. On page 2, read Kimry for Khimry and Sav'elovo for Savylovo.

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COUNTRY: USSR

DATE DISTR. 30 DEC 53

SUBJECT : Soviet Installations Located Near Zavod No. 1, Podberezye

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1.

[redacted] knowledge of the plant located on the opposite bank of the Volga from Zavod No. 1 [redacted] and on the location of any other plants in the neighborhood [redacted]

The area on the opposite side of the Volga from Zavod No. 1 was known as Ivankova. A single track, broad gauge track ran from Dimitrov to a freight station in Ivankova. From the freight station, the track ran east for two or three kilometers to the area described below. The freight station and the immediate area around it was known as Bolshoi Volga (Greater Volga).

In 1946 and 1947 the German specialists were allowed to go to the town near the station to do their buying. The area on that side of the Volga was better supplied with consumer goods since it was in the Moscow oblast. On the other hand, Podberezye was in the Kalinin oblast and did not receive as much in consumer goods. After 1947 and 1948 it became more and more difficult to go to the town to do our buying, and by 1948 it was absolutely forbidden. In 1949 one of the engineers from Podberezye was caught trying to pass through this area. He had only wanted to visit Moscow to go sightseeing. He was severely reprimanded and 200 rubles per month were withdrawn every month (as a fine) from his salary for the duration of his stay.

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During the time immediately after [] there was much activity in the area near the freight station. We often saw laborers (mostly girls) improving the road which ran east to an installation which was being built about two kilometers distant. [] we often saw German prisoners engaged in this work. They were in poor physical condition and we often threw food and cigarettes to them. We were not allowed to talk to them. One time, as we rode past on a truck, we threw cigarettes and food to them. Their Soviet guards opened fire on our truck, killing a Soviet girl who was riding with us. No one else was injured.

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The installation which was being built (or improved) was about two kilometers east of the freight station. I never noticed anything specific about the area, except that trains entered and left this area constantly during our entire stay. There was never any routine to the arrival and departure of these trains, and we never had an opportunity to observe what it was that the trains hauled. I never noticed what type of activity went on within the installation. Once or twice I noticed barges unloading building materials at this installation. After 1949, the building activity had ceased to a great extent, but the trains still came and went frequently. I never noticed any heavy truck traffic in this area. Sometimes my wife and I would stroll on the bank opposite this area on days which I had free. Due to the remote location of the installation and the fence which surrounded it, we thought it was some kind of reformatory. I never heard any kind of rumor or hint as to what type of work was done at the installation.

The installation was surrounded by a board fence. It went into the woods in which the installation was located and I cannot say if it enclosed the entire perimeter of the installation. There were several small buildings visible from the opposite side. I remember only the single large building which was located approximately in the middle of the area. It seemed to be made of stone or concrete and was about four stories high. A large chimney was visible, but I do not recall seeing any smoke. There were also several small buildings, which appeared to be barracks, located at the end of the track which ran into the area. Along the river front the installation ran about two kilometers. Along this entire length there was a stone or concrete wharf at which barges and police patrol boats could dock.

I do not recall

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any other physical aspects of the area.

The bridge on which we used to cross the Volga is indicated on the accompanying sketch [see page 4]. The bridge was on top of the dam which is located at this point. This bridge was always guarded and there were two small watch houses on each end. After crossing the bridge, the road sloped down and went through a tunnel under the ship canal. One had to show his pass to a guard at the entrance of this tunnel before being allowed to proceed through the tunnel. A similar arrangement was located at the other end of the tunnel. There was also a barrier which

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was used to check vehicles as they pass through. I have indicated all the points of interest on the accompany sketch.

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About 18 kilometers down the Volga, and opposite from Khimry, there was an airfield. When we traveled on the Volga steamer, Soviet Air Force officers got off at this point. This was at Savylovo, near which the airfield was located. I do not know what kind of activity went on at the airfield.

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This is all I learned in this matter.

Comment: [redacted] could not remember many details about the installation in question. [redacted] the questions were rather pointed (in view of the requirements), yet [redacted] was still unable to contribute very much. The constant activity of the trains was noticed mainly because of the whistles, which had been a rarity in this vicinity. He never heard rumors of atomic activity. He does not recall any explosion [redacted]

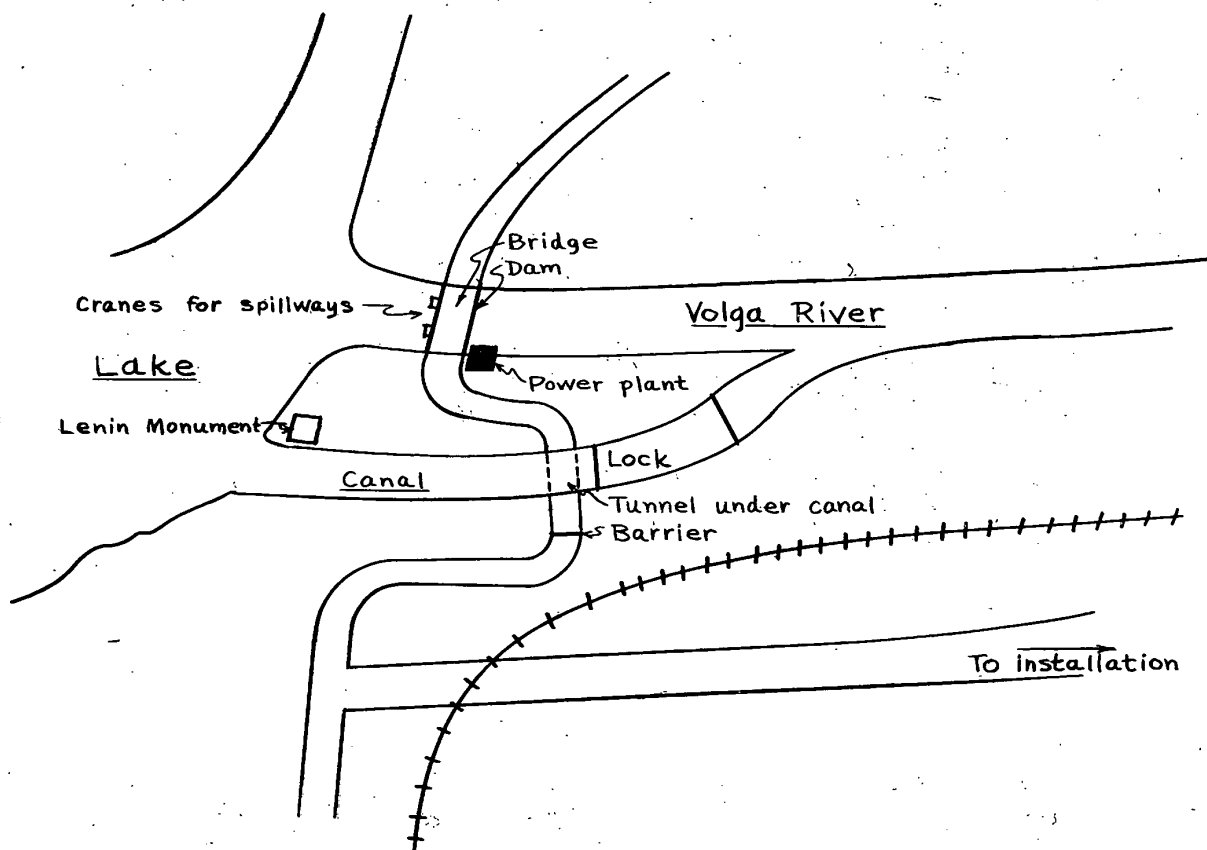
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PODBEREZYE



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